Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1.   (Currently Amended) A vehicle behavior control system comprising a controller that (1) obtains a normal vehicle state value based on an operation amount of a vehicle operating member performed by a vehicle operator, (2) obtains an actual vehicle state value, and (3) controls a vehicle behavior based on the actual vehicle state value and the normal vehicle state value,

wherein the controller estimates an amount of correction ~~with respect to the vehicle operating member~~ by the vehicle ~~operator,~~ operator based on an excess yaw moment, and obtains the normal vehicle state value based on the estimated amount of correction and an actual operation amount.

2.   (Previously Presented) The vehicle behavior control system according to claim 1, wherein the controller obtains a corrected operation amount by subtracting the estimated amount of correction from the actual operation amount, and obtains the normal vehicle state value based on the corrected operation amount.

3.   (Previously Presented) The vehicle behavior control system according to claim 1, wherein the controller estimates the vehicle behavior based on the actual vehicle state value and the normal vehicle state value, obtaining an estimated result, and controls the vehicle behavior based on the estimated result.

4.   (Original) The vehicle behavior control system according to claim 1, wherein the controller obtains the normal vehicle state value based on the amount of operation with respect to the vehicle operating member performed by the vehicle operator, and controls the vehicle behavior by controlling an actuator of the vehicle in accordance with a control value that brings the actual vehicle state value into the normal vehicle state value.

5.   (Previously Presented) The vehicle behavior control system according to claim 1, wherein the controller controls the vehicle behavior by controlling a braking force to be applied to each of the wheels.

6.   (Original) The vehicle behavior control system according to claim 1, wherein the vehicle operating member is a steering member of the vehicle, the operation amount is an amount of operating the steering member, and the amount of correction is a corrected amount of operating the steering member.

7.   (Original) The vehicle behavior control system according to claim 6, wherein the controller estimates an excess yaw moment acting on the vehicle, which is caused by a characteristic of a road surface on which a braking operation is applied to the vehicle, and estimates the corrected amount of operating the steering member based on the estimated excess yaw moment.

8.   (Previously Presented) The vehicle behavior control system according to claim 7, wherein the controller determines whether the vehicle is running on the road surface having a characteristic of uneven friction coefficient during the braking operation, and estimates the excess yaw moment based on a target braking force to be applied to each wheel of the vehicle for stable braking operation on the assumption that the road surface has uniform friction coefficient, and estimates a braking force to be applied to each wheel of the vehicle, if it is determined that the braking operation is applied to the vehicle running on the road surface with the uneven friction coefficient.

9.   (Previously Presented) A vehicle behavior control system comprising a controller that (1) obtains a normal vehicle state value based on an operation amount of a vehicle operating member performed by a vehicle operator, (2) obtains an actual vehicle state value, and (3) controls a vehicle behavior based on the actual vehicle state value and the normal vehicle state value,

wherein the controller estimates an amount of correction with respect to the vehicle operating member performed by the vehicle operator, and corrects the normal vehicle state value based on the estimated amount of correction.

10.   (Previously Presented) The vehicle behavior control system according to claim 9, wherein the controller estimates the vehicle behavior based on the actual vehicle state value and the normal vehicle state value, obtaining an estimated result, and controls the vehicle behavior based on the estimated result.

11.   (Original) The vehicle behavior control system according to claim 9, wherein the controller obtains the normal vehicle state value based on the amount of operation with respect to the vehicle operating member performed by the vehicle operator, and controls the vehicle behavior by controlling an actuator of the vehicle in accordance with a control value that brings the vehicle state value into the normal vehicle state value.

12.   (Previously Presented) The vehicle behavior control system according to claim 9, wherein the controller controls the vehicle behavior by controlling a braking force to be applied to each of the wheels.

13.   (Original) The vehicle behavior control system according to claim 9, wherein the vehicle operating member is a steering member of the vehicle, the operation amount is an amount of operating the steering member, the amount of correction is a corrected amount of operating the steering member, and the normal vehicle state value is a normal yaw rate.

14.   (Original) The vehicle behavior control system according to claim 13, wherein the controller estimates an excess yaw moment acting on the vehicle, which is caused by a characteristic of a road surface on which a braking operation is applied to the vehicle, and estimates the corrected amount of operating the steering member based on the estimated excess yaw moment.

15. (Previously Presented) The vehicle behavior control system according to claim 14, wherein the controller determines whether the vehicle is running on the road surface having the characteristic of uneven friction coefficient during the braking operation, and estimates the excess yaw moment based on a target braking force to be applied to each wheel of the vehicle for stable braking operation obtained on the assumption that the road surface has uniform friction coefficient, and estimates a braking force to be applied to each wheel of the vehicle, if it is determined that the braking operation is applied to the vehicle running on the road surface with the uneven friction coefficient.

16. (Previously Presented) A vehicle behavior control system comprising a controller that (1) obtains a normal vehicle state value based on an operation amount of a vehicle operating member performed by a vehicle operator, (2) obtains an actual vehicle state value, and (3) controls the vehicle behavior by controlling an actuator of a vehicle in accordance with a control value for adjusting the actual vehicle state value into the normal vehicle state value,

wherein the controller estimates an amount of correction with respect to the vehicle operating member performed by the vehicle operator, and corrects the control value based on the estimated amount of correction.

17. (Original) The vehicle behavior control system according to claim 16, wherein the vehicle operating member is a steering member of the vehicle, the operation amount is an amount of operating the steering member, the amount of correction is a corrected amount of operating the steering member, and the control value is a difference between an actual yaw rate applied to the vehicle and a target yaw rate to be applied to the vehicle.

18. (Previously Presented) The vehicle behavior control system according claim 17, wherein the controller controls the vehicle behavior by controlling a braking force to be

applied to each of the wheels such that the difference between the actual yaw rate applied to the vehicle and the target yaw rate to be applied to the vehicle is reduced.

19.   (Previously Presented) The vehicle behavior control system according to claim 17, wherein the controller estimates an excess yaw moment acting on the vehicle, which is caused by a characteristic of a road surface on which a braking operation is applied to the vehicle, and estimates the corrected amount of operating the steering member based on the estimated excess yaw moment.

20.   (Previously Presented) The vehicle behavior control system according to claim 19, wherein the controller determines whether the vehicle is running on the road surface having the characteristic of uneven friction coefficient during the braking operation, and estimates the excess yaw moment based on a target braking force to be applied to each wheel of the vehicle for stable braking operation obtained on the assumption that the road surface has uniform friction coefficient, and estimates a braking force to be applied to each wheel of the vehicle, if it is determined that the braking operation is applied to the vehicle running on the road surface with the uneven friction coefficient.